

**Report to the Chief Officer (Highways and Transportation)**

**Date: 05 August 2014**

**Subject: Pudsey Tyresal Primary School – 20 mph Zone**

**Capital Scheme Number : 32166**

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|--|---|--|
| Are specific electoral Wards affected?<br>If relevant, name(s) of Ward(s): Pudsey  | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No            |
| Are there implications for equality and diversity and cohesion and integration?  | <input type="checkbox"/> Yes            | <input checked="" type="checkbox"/> No |
| Is the decision eligible for Call-In?  | <input type="checkbox"/> Yes            | <input checked="" type="checkbox"/> No |
| Does the report contain confidential or exempt information?<br>If relevant, Access to Information Procedure Rule number:<br>Appendix number: | <input type="checkbox"/> Yes            | <input checked="" type="checkbox"/> No |

**Summary of main issues**

- 1 As part of the ongoing 20mph schemes programme, following guidance and recommendation from the Department for Transport (Dft), this report seeks approval to introduce a 20mph zone in the Tyresal area in Pudsey.

**Recommendations**

- 2 The Chief Officer (Highways and Transportation) is requested to:
  - i) authorise the detailed design and subsequent implementation of a scheme to introduce a 20 mph zone in the Tyresal estate of Pudsey, specifically roads either side of Tyresal Road;
  - ii) request the City Solicitor to advertise a draft Speed Limit Order, to introduce a 20 mph zone in the Tyresal area of Pudsey, as shown on drawing TMW-28-1986-01; and
  - iii) give authority to incur expenditure of £18,000, being £12,000 works costs, £4,000 Staff fees and £2,000 legal fees, all to be funded from the LTP Transport Policy Capital Programme.

## **1 Purpose of this report**

- 1.1 To seek approval for the implementation of a scheme for the introduction of a 20mph zone in the Tyresal estate of Pudsey, specifically roads either side of Tyresal Road.
- 1.2 To seek approval to advertise a draft Speed Limit Order (SLO) and if no valid objections are received, to make and seal the SLO as advertised.
- 1.3 To seek approval to incur costs of £18,000 for the design, supervision, implementation and advertising costs, on the drawing numbers outlined in recommendation 2.

## **2 Background information**

- 2.1 As part of the Governments changes on speed management the DfT published new guidance on 20mph schemes. The guidance encourages local authorities to introduce more 20mph speed limits and 20mph zones and clearly highlights a more flexible approach in the use of 20mph speed limits, particularly where pedestrian and cyclist movements are high, such as around schools, shops, markets, playgrounds and other areas which are not part of any major through route.
- 2.2 Following the announced changes to the 20mph regulations in conjunction with the established programme for 20mph zones in the city, a pilot programme for 20 mph Limits around 6 schools was undertaken in September 2011 with minimal features, thus at a reduced cost. These six sites had contained a total of 35 slight and 5 serious recorded injury accidents.
- 2.3 In September 2012 a further 10 sites were selected as part of Phase 2 which benefited 14 schools and 2 colleges. These 10 sites included 78 slight and 11 serious recorded injury accidents. Again this used minimal features in favour of repeater signs, which reduced the costs.
- 2.4 In the previous 2013/2014, the scheme was expanded as a further 24 sites were identified for implementation, to the direct benefit of 40 schools, 3 colleges, 2 nurseries and 1 children's centre. The areas included within this phase had a recorded 353 injury accidents over a five year period prior to implementation.
- 2.5 The objective of the schemes is to improve road safety and reduce the mean speed of vehicles in the vicinity of schools and surrounding residential areas, thus provide an improved and safer environment for the local community and encourage children to walk and cycle to school.
- 2.6 The 20 mph schemes programme is a well established element of the Leeds City Council's programme of road casualty reduction and sustainable travel in residential areas.
- 2.7 DfT figures indicate that 20 mph speed limit schemes where there are safety issues give good rates of return and typically pay for themselves within two years.

There is now a greater need to deal with area based schemes, as the worst individual locations have been tackled previously.

- 2.8 This approach has now been adopted for the last three phases and this report details one of the sites to be included within the 2014/2015 phase of works.
- 2.9 The accident history in the past five year period to date shows four slight injury accidents, with three involving children aged 3, 5 and 13 years.

### **3 Main issues**

- 3.1 It is provisionally estimated that the wider project could achieve a 10% reduction in casualties with a financial return of 100% on funds expended over the first year. This is comparable with the present average for the 20 mph zones.
- 3.2 It is anticipated that implementation of each individual scheme within the wider project will be complete within the 2014/2015 financial year.
- 3.3 It is also anticipated that the schools will also receive a positive change in the modal shift for the school journey, with parents being encouraged to allow children to walk or cycle to school.
- 3.4 The impacts of the aforementioned 20 mph limit project will be monitored as part of the wider road casualty reduction programme. The modal shift of the school journey will be monitored via the School Travel Plans and additional surveys where required.

### **3.5 Design Proposals and Full Scheme Description.**

- 3.5.1 The area that is to be included within the 20mph zone is shown on drawing TMW-28-1986-01, and includes Tyresal Road and the streets off of it.
- 3.5.2 The full extent of these proposals are shown on the attached drawings, which show the boundary of the proposed zones / limits and the lengths which will require traffic calming features.
- 3.5.3 Repeater signs are proposed on all lengths within the zone to highlight the proposed speed limit. Speed limit signs are proposed at the entrance to the zone.

### **3.6 Programme**

It is anticipated that the proposal will be implemented within the 2014/ 2015 financial year.

## **4 Corporate Considerations**

### **4.1 Consultation and Engagement**

- 4.1.1 Ward Members: Ward Members were consulted by email date 07 April 2014. Two members expressed support for the scheme. No response was received from the third Ward Member.
- 4.1.2 Emergency Services and Metro were consulted by email dated 07 April 2014. No adverse comments were received.
- 4.1.3 Schools that lay within the proposed areas will be contacted with regards to the proposals, asking for comment and to specify what specific times they would prefer to see applied to the school keep clear markings.
- 4.1.4 The general public will be consulted via notices on street lighting columns during the public advertisement phase, along with an advert in the Yorkshire Post newspaper.

## **4.2 Equality and Diversity / Cohesion and Integration**

- 4.2.1 A full Equality, Diversity / Cohesion and Integration impact assessment has been carried out for 20mph schools schemes.
- 4.2.2 Positive Impact: Making 20mph the normal speed limit would:
- Provide safer passage whilst crossing the road to all pedestrians, especially those with mobility issues, disabled people, parents supporting pushchairs and young and old people
  - Greater independence and choice for children travelling to school
  - Dramatically increases chances of survival if hit by a car to 97%
  - Make it more pleasant to walk or cycle, encouraging a more healthy lifestyle
  - Reduce pollution and noise.
  - Improve quality of life for the local community
- 4.2.3 Negative Impact: Making 20mph the normal speed limit would:
- Slight reduction in air quality due to lower speeds, however this is offset by the potential reduction in accidents.

## **4.3 Council Policies and City Priorities**

- 4.3.1 The proposals contained in the report have no implications for the council constitution.
- 4.3.2 Environmental Policy: The reduction in speed limit to 20mph will not have any significant impact on carbon emissions, air pollutants should remain similar to that of 30mph, however there may be reduced levels of traffic noise.
- 4.3.3 Safety Audit: A Stage 1 and Stage 2 Safety Audit is being carried out for locations requiring traffic calming features and any comments or recommendations will be taken into consideration with any changes reported.



**Parent Scheme Number:** 99609  
**Title:** LTP Transport Policy Capital Programme

4.5.1 There should be no additional revenue costs as a result of this capital scheme.

#### 4.6 **Legal Implications, Access to Information and Call In**

4.6.1 The scheme is in the Annual Programme and subject to resolving any objections received it is anticipated to be completed within the 2014/2015 financial year.

#### 4.7 **Risk Management**

4.7.1 If no action was taken then access to the schools for pedestrians and cyclists will not improve and the potential of injury to pedestrians and cyclists will not be addressed.

### 5 **Conclusions**

5.1 The provision of new 20mph schemes will provide a safer environment around schools and residential areas thus encouraging more sustainable travel behaviours for all users. The scheme as detailed within this report will be of benefit to Pudsey Tyresal Primary School.

### 6 **Recommendations**

6.1 The Chief Officer (Highways and Transportation) is requested to:

- i) authorise the detailed design and subsequent implementation of a scheme to introduce a 20 mph zone in the Tyresal estate of Pudsey, specifically roads either side of Tyresal Road;
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- iii) give authority to incur expenditure of £18,000, which comprises of £12,000 works costs, £4,000 Staff fees and £2,000 legal fees, all to be funded from the LTP Transport Policy Capital Programme.

### 7 **Background documents**<sup>1</sup>

7.1 None.

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<sup>1</sup> The background documents listed in this section are available for download from the Council's website, unless they contain confidential or exempt information. The list of background documents does not include published works.